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SUPPLEMENT TO  
REPORT NO.

50X1

THIS IS UNEVALUATED INFORMATION

1. Rumanian Merchant Marine vessels sailing the Danube belonged, with a few exceptions, to one of five transport organizations: the SOVROM Merchant Marine, the SDGP, a Soviet transport company (full title unknown), the Meszart Company, the Czechoslovakian-Soviet Transport Company, and the Austrian-Soviet Transport Company.
2. The SOVROM Merchant Marine had about 30 tugs operating on the Danube from Sulina to Vienna; two of these tugs were 1200 HP, eight were 800 HP, and the rest were between 600 and 400 HP. In 1945 some 20 of these tugs were engaged in traffic, while 10 of them were usually in repair status.
3. The most powerful of these SOVROM tugs, those of 1200 HP, could tow six loaded barges (about 80 tons or 80 railcars' capacity, [ ] upstream, or 10 loaded barges downstream. The 800 HP tugs were able to tow four loaded barges upstream (of the same capacity), and six loaded barges downstream. The 400 HP tugs could tow two loaded barges upstream and a similar load downstream. [ ] some barges of about 80 tons' capacity, but cannot remember how many there were.
4. SOVROM tugs were divided into two groups of approximately 10 each; one group serviced the route from Turnu-Severin to Vienna, the other, from Turnu-Severin to Sulina.

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## 5. Tugs on the Turnu-Severin-Vienna route.

50X1 [redacted] did not have a regular  
 50X1 schedule; for instance, if a convoy started from Turnu-Severin  
 50X1 destined for Vienna, it might have been ordered to return after  
 only reaching Budapest, as was often the case. [redacted]  
 predict with any assurance where we might be next week.

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## 6. In general, the cargoes of SOVRON tugs were as follows; barges leaving Vienna carried gasoline, engine oil, vehicles (type and make unknown), and machinery parts for vessels (type and make unknown), which were destined for Reni, USSR; barges leaving Bratislava carried sugar, trucks and jeeps (make unknown) also destined for Reni; from Komarom and Komarno barges carried cargoes of pyrite and bauxite bound for Reni, and sugar and cereals bound for Hungary; tugs leaving Budapest towed cargoes of gasoline and oil destined for Reni. From Turnu-Severin upstream to Vienna, the barges were generally empty, but occasionally they transported cereals to Hungary and Czechoslovakia.

## 7. On the downstream trip to Sulina, gasoline was sometimes unloaded at Almafisztes, Hungary. This gasoline was then reloaded and transported to Reni. [redacted] a direct pipe line led from Almafisztes to somewhere in the USSR [redacted]

## 8. The four other transport companies which operated on the Danube were less well known [redacted]; however, [redacted] the cargoes of vessels belonging to these companies were the same as those aboard SOVRON vessels.

50X1 [redacted] The SDGP tugs belonged to a Soviet transport company and had  
 50X1 been confiscated from Rumania, Hungary, Czechoslovakia and Austria.  
 50X1 This company had offices in all Danube ports. The Meszart Company  
 50X1 was a Hungarian-Soviet transport company operating on the Vienna-  
 Reni route. The CSP was a Czechoslovakian-Soviet transport company  
 which operated on the Vienna-Reni route, and the DDSG Company was  
 an Austrian-Soviet transport company also operating on the same  
 route.

## 9. Soviet-controlled vessels on the Danube did not load or unload cargo in Yugoslav ports, and Yugoslav vessels operating on the Yugoslav-Vienna route did not load or unload in Hungary and Czechoslovakia.

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